

Elsecar Park And Ride And Residential Development

Client: BMDC **Date:** June 2010 **Architect:** Beckwith Design Associates Ltd



Produced in response to the formal requirements of the Development Control System, effective from August 2006, and in accordance with the Commission for Architecture and the Built Environment's Guidance document 'Design and Access Statements' published 2006.

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This Design and Access Statement accompanies a planning application for the redevelopment of the land to the north of Elsecar Railway at King Street, submitted on behalf of Barnsley Metropolitan Borough Council (BMBC). The proposals include the creation of a new park and ride facility for the rail station and a new residential development. This application seeks consent for the following:

- Full Planning Consent for the construction of the park and ride facility, incorporating 92 parking spaces for rail users and the creation of a new pedestrian access to the site from Millhouses Street. A new vehicular access to the site will be taken from King Street.
- Outline planning consent for the residential proposals, including details of access (with details of scale, layout, landscaping and appearance reserved for future determination).

As design consultants for the scheme, it is Beckwith Design Associates' principal aim that all buildings and spaces we design are enjoyed by all who use them. Our knowledge of Barnsley and its surrounding districts ensures that our designs enhance the immediate environment and provide rich and diverse places to live and work.

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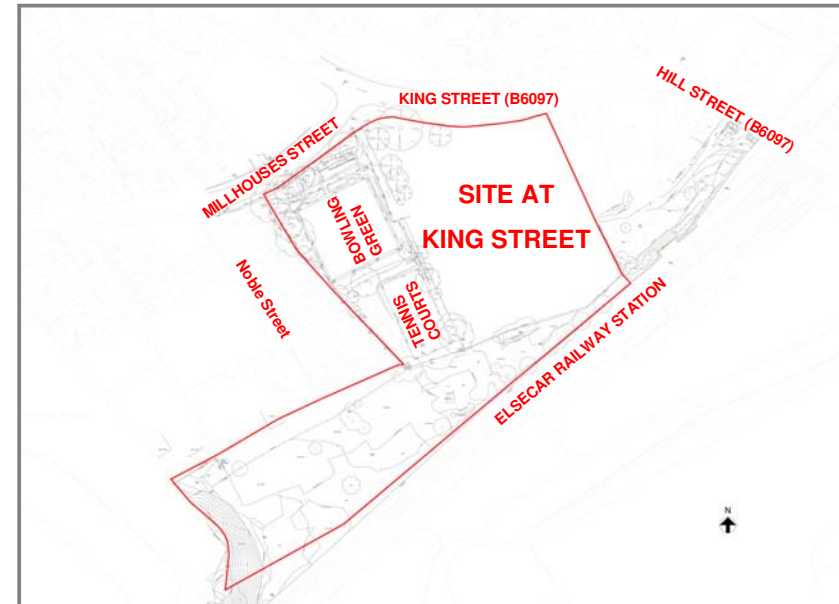
In developing proposals for the site, consideration has been given to the following policy documents:

- Planning Policy Statement 3 :Housing
- The strategic policies of the Yorkshire and Humber Plan (May 2008)
- The saved policies of the Barnsley UDP, and the emerging Core Strategy (Publication Draft)

The proposals have been the subject of discussions with Planning Officers at BMBC. The site is located within a Housing Policy Area, where additional housing development is considered acceptable in principle. The discussions also highlighted the following aspirations.

- The removal of any existing trees should be undertaken in a sympathetic manner and through negotiations with the BMBC tree officer
- The residential proposals should consider a mixture of dwelling types, including town houses, semi detached and detached houses
- The provision of good quality landscaping & car parking provision
- Ensuring the site is secure for future residents
- Providing appropriate access, in particular illustrating that all vehicular and user needs have been considered, both within the confines of the site and its immediate environs, in particular, the access to and from Millhouses Street
- The provision of a park and ride facility for Elsecar railway station

The design statement outlines the approach and measures taken by BMBC to realise the objectives of PPS3, providing new residential development in a sustainable location and also improving public transport facilities for the wider community.



Existing site plan



Photo of tennis courts



Photo of bowling green

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Site Location

The site is located on land to the north of Elsecar railway station and to the south of King Street. It is located on the junction of the B6097 King Street to the northeast and Millhouses street to the northwest, with Elsecar railway station to the south boundary and a mix of detached and semi detached houses to the west along Noble Street.

The site is served primarily by B6097 King Street from Hoyland centre to the north. The site topography is primarily of a steep gradient up from the south and west boundaries to the north and east boundaries the site does level out towards the south-west boundaries.

The site area is calculated at an approximately 3.01 Acres (1.22 hectare).

The Google earth image to the right shows the site in context to the surrounding area.



Google maps image shows the site in context to the surrounding area

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Site Context

The plot of land at King Street has previously been used for leisure and recreation purposes, encompassing tennis courts and a bowling green. In recent years these facilities have been neglected and become overgrown, limiting the potential use of the facilities, in particular the bowling green.

The surrounding buildings display a diverse mix of construction with ex-local authority 2 storey semi detached and large detached dwellings to the west boundary.

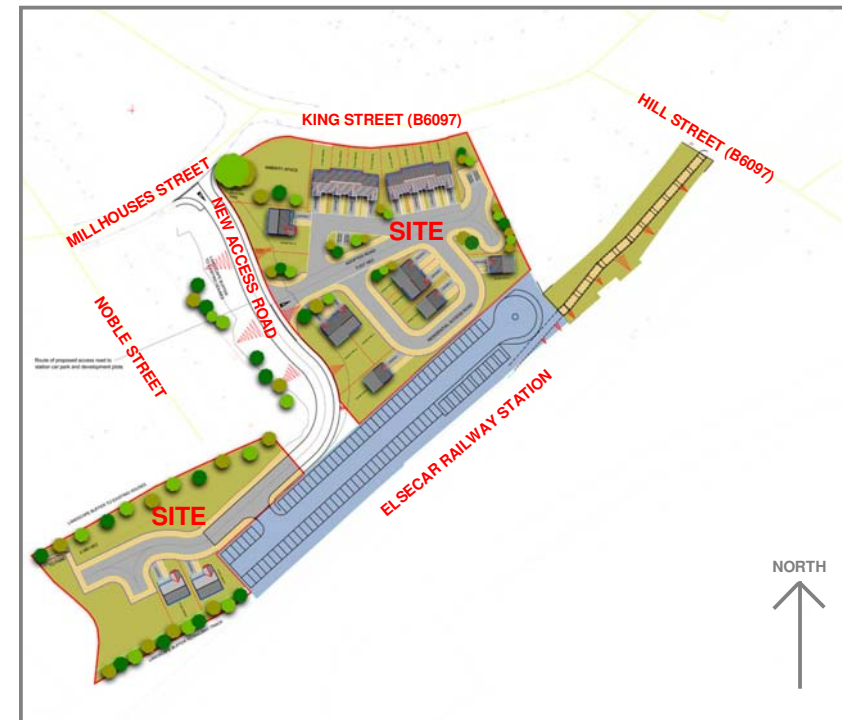
To the east boundary there is a row of commercial buildings, comprising mainly small shops and existing businesses. These buildings are approximately 2 to 3 storey in height and are of red brick construction, which appear to be reasonably well kept and currently occupied.

To the south boundary is Elsecar railway station. The north and south platforms each have a weather shelter of steel and glass construction.

The north boundary is occupied by recently build 2 storey terraced town houses and two, 3 storey apartment blocks which are constructed primarily of stone.

The proposed new access road for the development will need a new junction from Millhouses Street which may involve the loss of some trees, this to be agreed with the Council. The site slopes downwards from the proposed junction with Millhouses Street to the rail line. Lost trees will need to be replaced within the development.

The site plan to the right shows the site in context to the surrounding area.



Proposed site plan



Commercial buildings along the east boundary



Elsecar railway station



Apartment blocks along the north boundary



2 storey dwellings along the west boundary

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Site Opportunities and Constraints

The site is located approximately 0.6 miles south of the centre of Hoyland which has good sustainable links. The centre has a variety of good retail outlets to suit most needs, including Convenience Stores. There is an assortment of bars, public houses, takeaways and restaurants all less than a 10 - 15 minutes walk from the site.

Elsecar rail station is adjacent to the site. An hourly service provides connections from Sheffield and Meadowhall to Elsecar and onwards to Barnsley, Wakefield, Castleford and Leeds. An hourly service operates in the opposite direction from Leeds to Sheffield. In addition, an hourly service operates from Sheffield and Meadowhall to Huddersfield via Elsecar, Barnsley, Penistone and Denby Dale. The station does not currently have any formal parking facilities for rail users and the new park and ride facility will cater for existing rail users, reducing the potential for users to park on-street in existing residential areas and encouraging wider rail travel. The improvements to public transport infrastructure support the growth aspirations of both BMBC and South Yorkshire Passenger Transport Executive (SYPT), building on the important links to Sheffield and Leeds. The addition of new residential development in close proximity to existing public transport links will encourage new residents to use public transport modes.

Bus stops are provided on B6097 King Street adjacent to the site which provides additional public transport access to Barnsley town centre.

A Transport Statement has been prepared by the applicant that also accompanies this application which considers in further detail the transport and access considerations for the development proposals.



Google maps image showing railway station and bus stops in relationship to the site



Google maps image shows the site in context to the surrounding towns and cities

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In developing the proposals for the site, the design has had regard to the existing environmental conditions of the site, including the following issues:

- Ecology and existing vegetation coverage. A Phase 1 Habitat Survey has been undertaken for the site. Some vegetation clearance will be required to facilitate the development however there are opportunities for ecological enhancement through the provision of new landscaping proposals for the residential areas.
- Flood Risk and Drainage. The site is identified as lying within Flood Zone 1 (the lowest zone of flood risk). In line with the advice provided by the Environment Agency, flood risk considerations have related to the management of surface water run off from the site as a result of the development proposals. It is envisaged that as part of the detailed design of the scheme, SUDS will be utilised to control surface run-off and peak discharges.
- Surface water drainage from the park and ride and the access road will be restricted and discharged to land drainage in the south west corner of the site. Surface water and foul drainage from the subsequent development plots is proposed to discharge into the Yorkshire Water sewer that intersects the site. The detailed design of the residential areas will consider interventional techniques such as the use of permeable materials for hard surfacing and the use of amenity water features for water storage.
- In line with the guidance contained in PPS25: Development and Flood Risk it is envisaged that as a minimum, the overall volumes and peak flow rates of surface water will be no greater than the current volumes and rates of flow. The scheme will be developed to ensure that the re-development does not contribute to local flooding events through run-off.

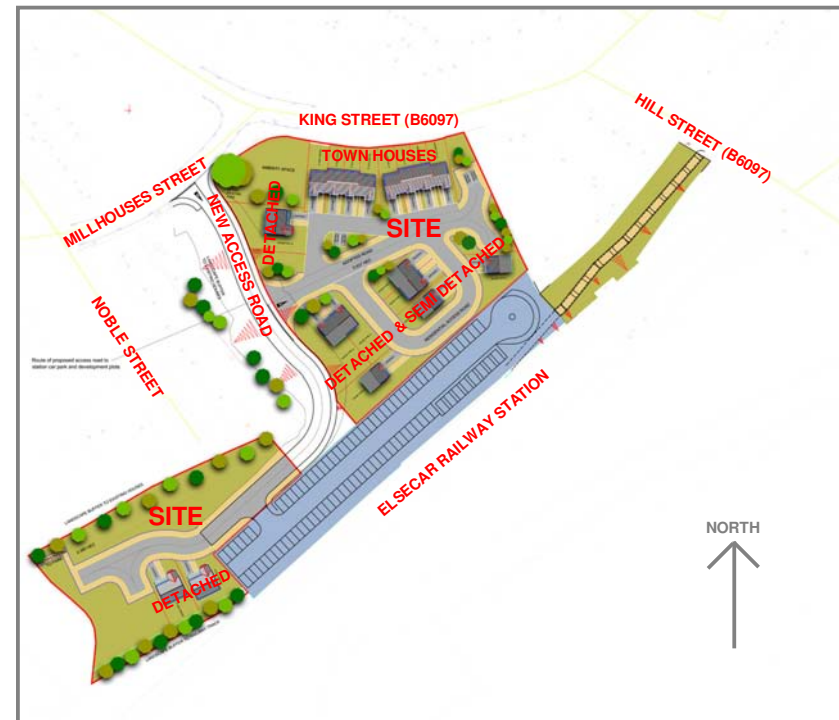
The existing context of the site and the form of the surrounding residential communities has shaped the proposals for the site. The design has been refined to respond to the topography of the site, maximising opportunities for developing the residential areas whilst also seeking to provide a quality environment for future residents.

Scheme Proposal & Scale of Development

The main proposals for the scheme are outlined on Beckwith Design Associates, Indicative Proposed Site Plan drawing no 166 ARU/ P-01. The key elements are as follows:

1. The development of a new vehicular and pedestrian access road.
2. The development of a 92 car park facility for Elsecar railway station.
3. Construction of 18 dwellings. The illustrative scheme shown on the drawing consisting of: 6, three bed detached houses with integral garage and driveway, 4, three bed semi detached houses with integral garage and driveway, and 8, four bed town houses with integral garage and driveway. This layout demonstrates the potential options for developing the residential areas of the site and provides guidance for the scope of any future reserved matters application.
4. Provision of safe, secure access routes to and from the site for pedestrians and vehicles, including car parking provision for each dwelling and appropriate layouts and equipment for emergency services.

New landscaping areas identified for the site, including open space and private amenity space for the residential units.

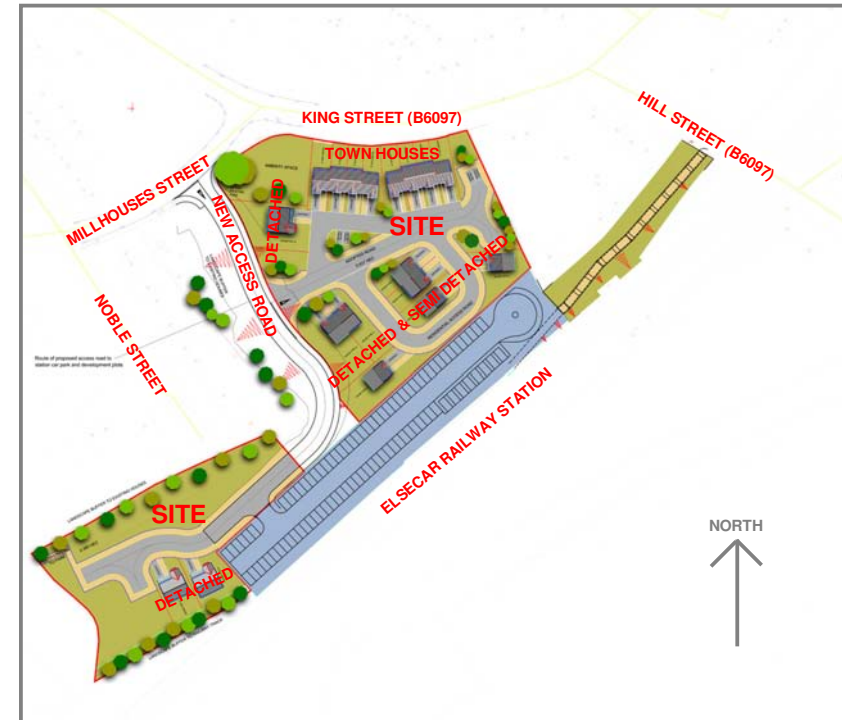


Proposed site plan showing the positioning of the different house types

Massing

The illustrative proposals for the massing of the site relates to the surrounding area, in terms of the characteristics of the existing residential areas and having regard to the topography of the site. In developing the proposals for the site, the massing and bulk of the proposals has been discussed with local residents.

A mixture of two and a half and three storey dwellings has been incorporated in the illustrative scheme. This scheme shows town houses that are proposed along King Street which are three storeys with pitched roofs. This is in keeping with the heights of the recently constructed apartment blocks adjacent to the site along this boundary. The scheme also includes detached and semi detached dwellings at a height of 2 and half storeys with pitched roofs. This is in keeping with the heights of the neighbouring buildings along Noble Street.



Proposed site plan showing the positioning of the different house types



View from site towards King Street



Apartment block on King Street



Apartments along Millhouses Street



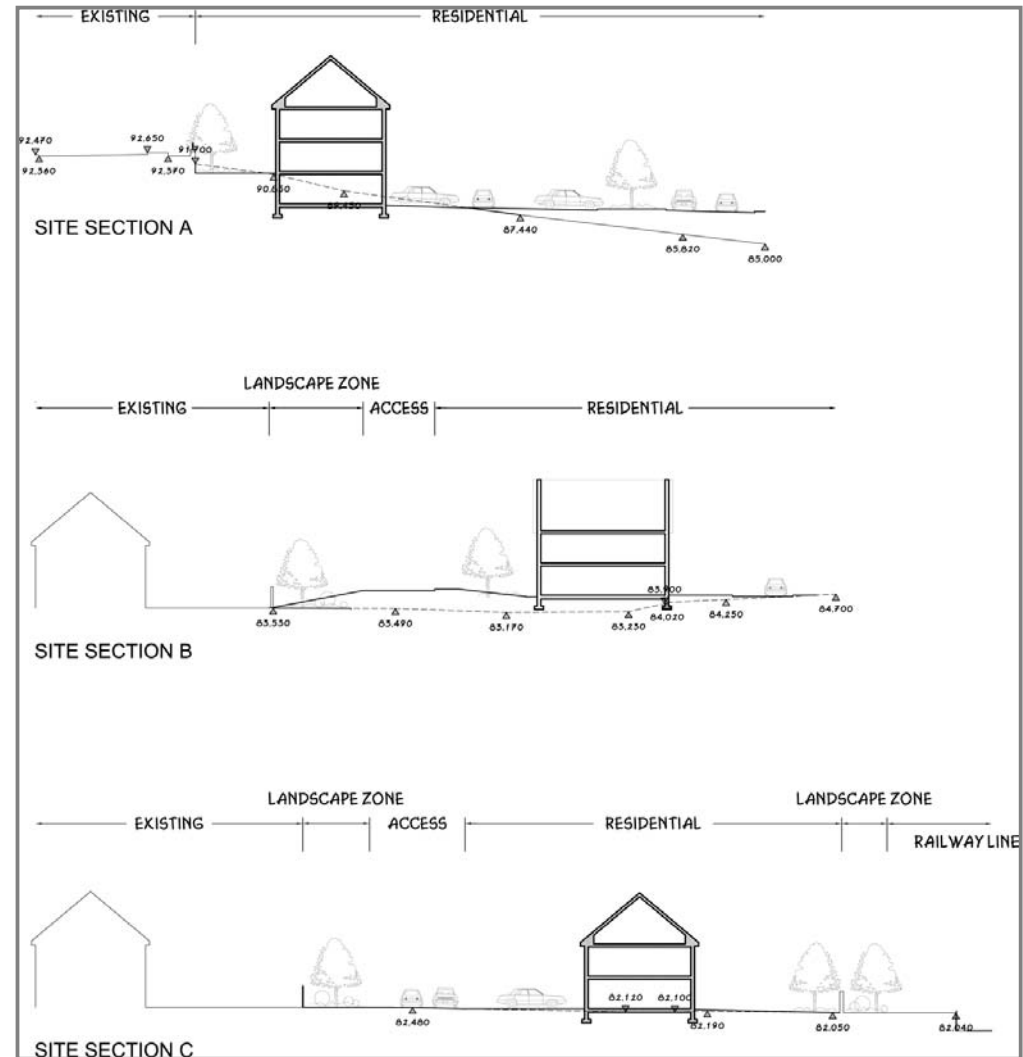
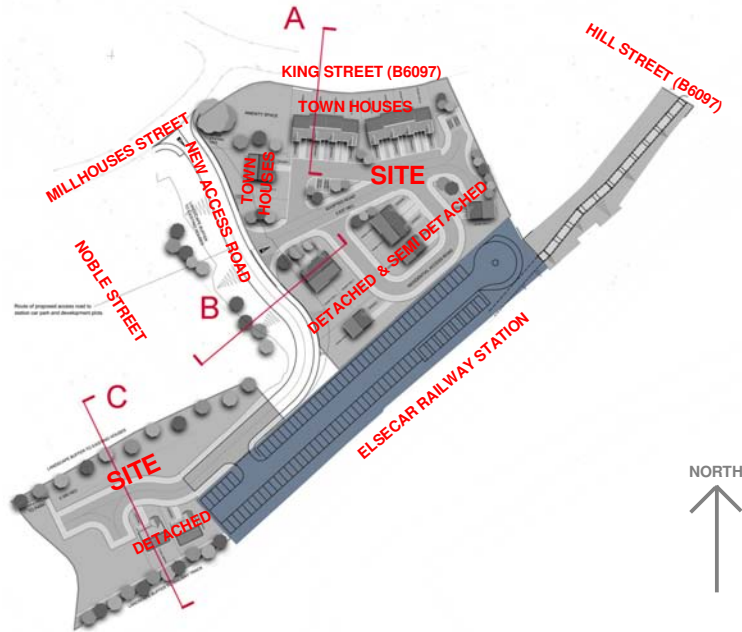
Dwellings on Noble Street

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There are three indicative different house types illustrated on the plans. These are a mixture of three and four bedroom dwellings. The majority are fairly similar in plan, and are mix of 2 half and 3 storeys, but have subtle differences which will provide a variety to suit the different needs of potential occupiers.

The illustrative layout provided for the residential areas responds to the access route for the park and ride facility, creating residential clusters with a separate private identity to the public use of the park and ride. The intention is to provide sufficient vehicular access for the park and ride, creating a clear route directing users towards the car park and away from the residential areas. The layout creates two residential areas to the north-east and west of the park and ride facility. The park and ride runs parallel to the existing rail station, maximising the available space for parking

A turning circle at the eastern end of the car park close to the railway platforms allows vehicle drop-off and turning.

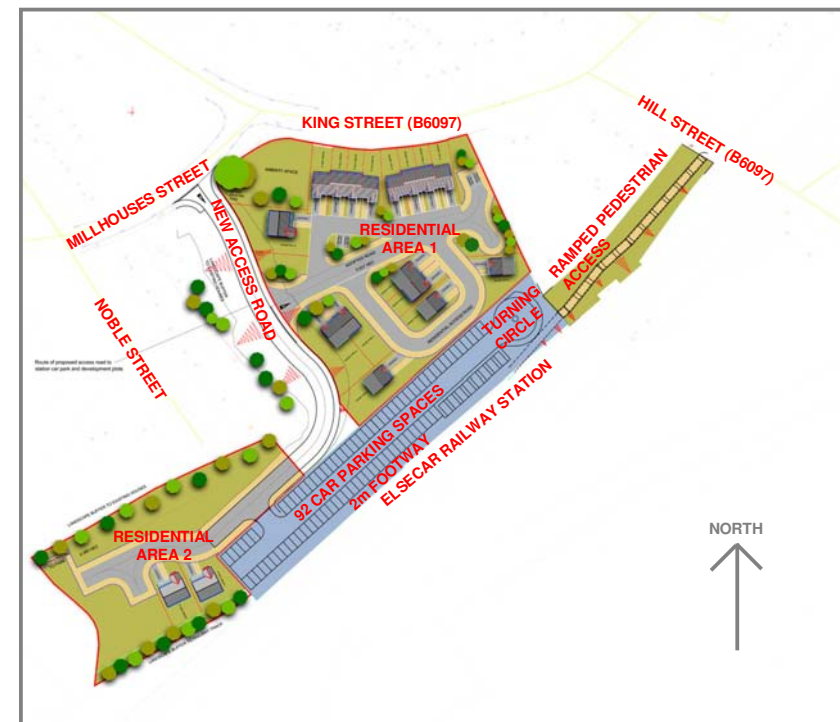
92 no. 4.8m x 2.4m car parking spaces are provided in two parallel lines separated by a 6m wide aisle. 8 car parking spaces are provided for disabled drivers with 1.2 hatched area provided on both sides and at the rear of each space for access.

A 2m footway provides pedestrian access through the car park to its southern boundary parallel to the railway line. A gate to the north east of the car park and close to the turning circle provides access to the platform. In addition the ramped pedestrian access from Hill Street will improve a DDA compliant access to the station from the area surrounding the site.

The layout and landscaping of the site will include the lighting of both the access road and the open space areas of the site to improve visibility and ensure the residential areas are safe and secure for residents.

It is envisaged that all back gardens will have boundary fencing to the perimeter which will designate the spaces as private and allow residents to control their own space.

The illustrative site layout has been designed to ensure there are no secluded pockets of external space for potential intruders to loiter. There is a degree of inter-visibility between dwellings, which can be further developed by the detailed layout and appearance of individual units, which will help to generate a neighbourhood community. Residents will form part of a new community, building friendships, and beginning to recognise each other and their work patterns. This is all part of the aim to design a low crime residential community.



Proposed site plan showing the positioning of the different elements that form the development

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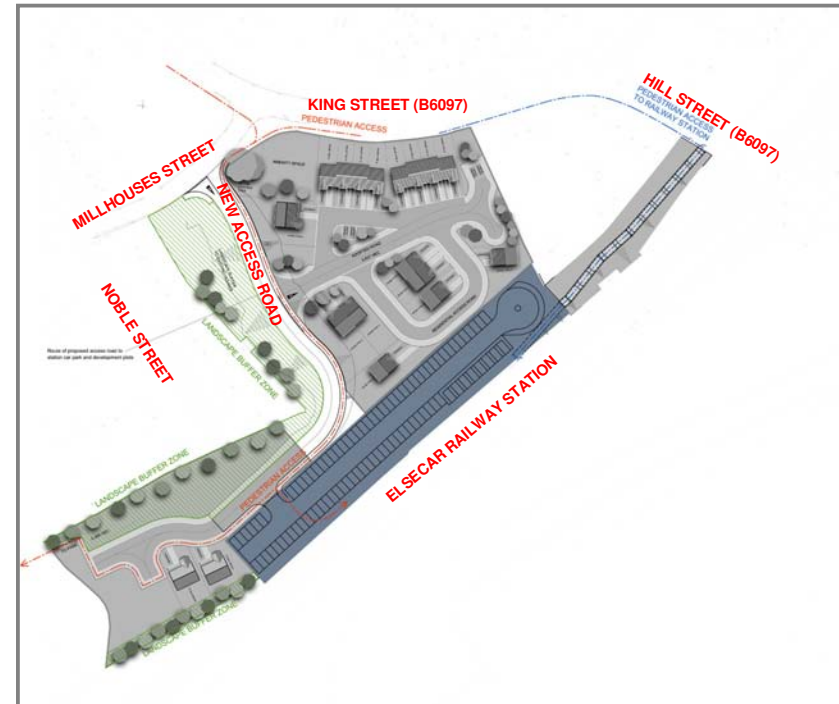
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A new landscaped area of open space is envisaged to the west of the main access road. Within areas of open space, the landscaping will consist of grassed areas and new tree planting. The northern edge of the new park and ride will be softened by some landscaped areas, providing a transition between the hard surfacing of the park and ride and the greening of highway verges and private gardens which will be prominent within the residential areas. Where possible, the existing mature vegetation at the boundaries of the site will be retained to integrate new development with the existing communities which border the site.

Suitable pavements which link various areas of landscaping with the different entrances to the scheme shall be provided. All landscaped areas shall be equally accessible to people of varying physical abilities.

Adequate lighting will be provided to pedestrian routes and will comply with CIBSE guidelines.



Proposed Landscape And Access

Access Strategy

The site has no existing vehicular access.

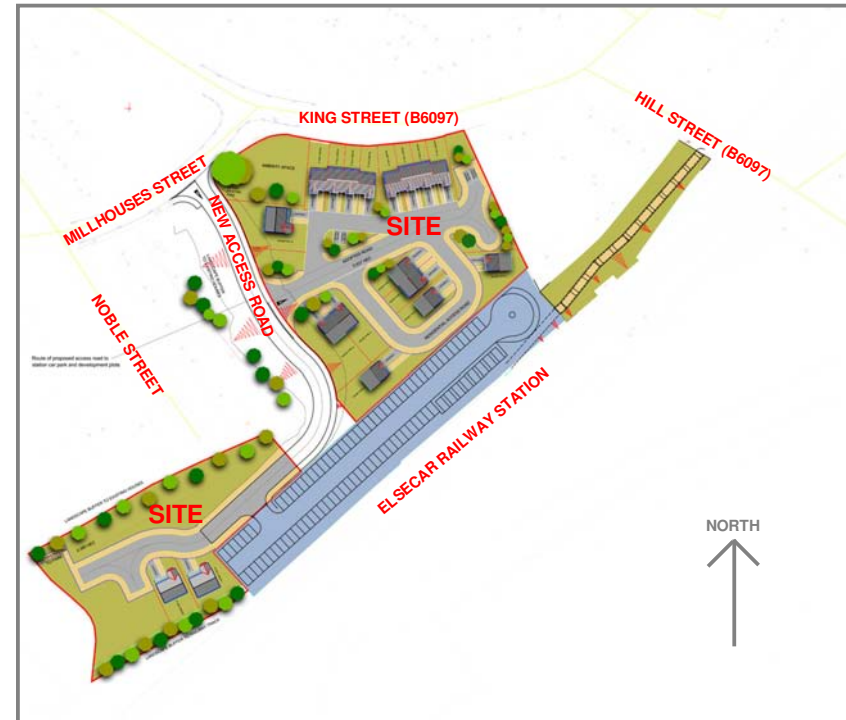
Alternative access points were therefore considered at an early point in the scheme development stage. Numerous options to provide a direct access to and from King Street into the site were investigated. These were all rejected for reasons of highway safety, poor visibility and because this would be difficult to achieve with the existing topography of the site.

The preferred option, as shown on the application drawings, is for the provision of an access into the site via a new priority junction with Millhouses Street. The formation of this junction has been discussed in principle with BMBC highway development control officers and has been found to be safe and feasible. The provision of the junction will involve the loss of some trees. Lost trees will need to be replaced within the development.

To construct the new development will require an amount of cut and fill and soil removal to form the required levels. The result will be a much more pleasant terrain that can be accessed by all.

Circulation routes around car parking and amenity areas will be made accessible for disabled and able bodied people alike and all external materials will be specified to promote easy and safe use.

The design and construction of the development will be in strict accordance with Part M of the Building Regulations, British Standard BS8300 and the Disability and Discrimination Act, 1995. It is important to note that access to the site will be adequately provided by the use of dropped curbs and level entrances.



Proposed site plan showing new access road

Secured Entry

All the UPVC entrance doors will have toughened glass and reinforced frames. They will be secured by an integral multi point lock system by Yale or similar approved manufacturer. The French doors to the upper levels will be secured by a similar system.

All houses will be fitted with a motion detector alarm system.

The entrances will be externally lit by lighting columns to ensure that residents feel safe when approaching their houses.

All back gardens will have 1.8m high timber fencing to the perimeter which will designate the spaces as private and allow residents to control their own space.

The site layout has been designed to ensure there are no secluded pockets of external space for potential intruders to loiter. All dwellings overlook each other which will help to generate a neighbourhood community. Residents will build friendships, begin to recognise each other and their work patterns. This is all part of building a crime free residential community.